

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT
REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER
The Metropolitan Borough of Solihull (Caldwell Grove, Solihull)
(Total Prohibition of Waiting) Order 2022

09/06/2023

LEAD OFFICER

1 Purpose of Report

- 1.1 To consider representations received to a permanent Traffic Regulation Order (TRO) to introduce new parking restrictions on Caldwell Grove, Solihull.

2 Background

- 2.1 Through the Council's established Traffic Regulation Order Framework process Caldwell Grove was identified as a priority location in the 2021/22 works programme to be considered for the introduction of new or amended parking restrictions.

It has been noted that on-street parking can impact traffic flows and the practice of footway parking restricts the free passage for pedestrians – in particular those using pushchairs and wheelchairs.

The road is currently subject to a prohibition of driving except for access, this means that on-street parking should only take place by residents of visitors to a property located along the length of the road.

Notwithstanding this, the road is used by other motorists and residents and the overarching problem is the demand for parking outweighs capacity. Consequently, the location has been put forward for future consideration within the Council's new Parking Displacement Programme; under the programme measures such as verge protection and or the creation of additional capacity can be considered.

However, at the current time to target and address obstructive parking and aid the passage of traffic it is proposed to introduce lengths of double yellow lines to discourage parking around the bends in the road, on grass areas and in the turning head.

The restrictions are proposed in response to concerns from the local community and aim to regulate on-street parking, help to facilitate the free passage of traffic, aid visibility and discouraging obstructive parking.

The proposals as advertised are detailed on plan 9028 REV2 in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 16 June 2022 and the closing date for receipt of representations was 7 July 2022.
- 3.2 7 individual representations to the TRO were received during the consultation period; 1 fully supportive, 6 objections. Additionally, a petition signed by 22 residents was submitted, some of those signatures duplicating individual objections. The objections, comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

and larger cars to drive into.

The other problem is people using the road to park while visiting the Solihull Hub on Hermitage . I think it is been used as a mosque for prayer sessions and other meetings. Again this is causing a big problem to the residents when it has its own private car park. I also see people parking their cars in this road for the full day while walking into Solihull to work, again totally unacceptable and inconsiderate by the same people.

The other aspect of your parking restriction is my safety if I cannot park outside my property. I live on my own and feel unsafe and vulnerable if Solihull council would make me park away from my home. I also broke my ankle in 2020 which has left me with a weakness to my left ankle. The break was due to a large pothole in Caldwell grove that was covered by leaves and has still not been repaired. I did not pursuer a claim against the council at the time as I was ongoing chemotherapy .The only reason residents have to park on the grass is because there is not enough parking in Caldwell grove .

I am struggling to understand how adding double yellow lines thus reducing the number of parking spaces available on the road (around 10 with your proposal) will help resolve this priority issue. It is in effect making a bad situation even worse for its residents. The proposal put forward seems to be a cheap solution that will only aggravate the situation rather than resolve it.

I therefore strongly object to the proposal for the following reasons:

There is already an access restriction to the road, it just needs to be enforced. (Refer to Picture 1).The houses do not have the luxury of a dedicated driveway. Parking does not seem too much of a problem during the day as several residents go to work in the middle of the week. The problem occurs towards the end of the day as people return from Work, School activities, etc... and Mondays and Fridays. (Refer to picture 2)There are currently three vacant properties that may be occupied soon by households with potentially one/two cars so an extra six vehicles requiring space to park. The problem will be compounded then and exacerbated even further by the proposed removal of 10 spaces. We have already lost a space to a disabled parking space that is not being used. (Refer to picture 3)

The double yellow lines will shift the problem down the road and/or to other streets, thus just moving the problem somewhere else rather than resolve it. Some residents are elderly and/or have mobility issues so they need easy access to their car. I personally had a hip replacement in January 2017. I am hoping I will be ok for another 10/15 years, but I am not sure what my mobility will be like after that.

The frequency of visitors parking on the grass, as they cannot find parking spaces, will only increase. Security issues. You will force residents that come late at night to park much further away from their home thus increasing the risk of unpleasant encounters. For example, I do an evening activity that is based in the north of the borough, and I am always worried that I will not be able to park my car when I come back around 10pm. This is more of an issue during the winter period with short daylight days. There are very limited spaces for visitors/Carers.This extreme lack of parking, if your proposal is progressed, will devalue properties on the road. It may increase the price of the car insurance for parking our cars away from our residential area.Last but certainly not least, no matter how courteous and respectful the neighbourhood is, it will most certainly create animosity between neighbours as parking spaces become very scarce.

In my opinion, to improve the access and parking situation for the residents, it would be more adequate, to do the following:

Enforce the existing access restriction. Understand the real issue faced by

residents. Understand how many cars per households, how the road is being used during the day, evening, and night. Add the double yellow lines up to the block of flats and the small section just before the turn to the 8 garages make sense. (See marked plan Possibly widen the road slightly in some awkward areas. Cut the area marked on plan 2 to make it easier for bigger vehicles to turn. Increase, rather than reduce, the number of parking spaces by creating perpendicular parking bays on the verge of the green as shown on plan 2. I trust a suitable solution to the current problem can be found to ensure residents are not adversely impacted.

I am writing to express, on behalf of myself and my partner, our objections to the proposed restrictions.

The issues as you have identified are caused by none residents, largely hospital workers, parking, often dangerously, between Hermitage Rd and the church. There is already a parking restriction in place but this is not enforced, and is we believe the root cause of the problem. Your proposal to introduce double yellow lines does not address the issue, you are merely saying to those people causing the problem, you can't park in this section of the Grove, but you can anywhere else you find a space!

Your proposal will only penalise residents and their visitors, some of whom have carers visit 3/4 times a day There has been no consultation with residents, how many households have vehicles? Without this information how can you fully understand the impact of the restrictions on the residents? As parking becomes more difficult it may lead to friction between residents, there are no neighbouring street residents can park in, so where are they expected to park? Any prospective house buyer will be put off if there is no parking available, which will potentially affect house prices. Please re think this proposal and have a proper dialogue with residents, but maybe first look at enforcing what is there, anyone receiving a fine will be unlikely to park there again.

I am disabled with a blue badge and if the parking is restricted there is no way i will get a car parking spot near my house as other people will park in the very few spaces left and i can hardly walk far at all, also it's not fair on the other residents as there will be hardly any parking left for them. I have also noticed people parking by me from the church at the bottom of the road and also parking to go into Solihull shops. I think this is a very bad idea and will cause mayhem. I am very worried about this as I'm always in pain mentally and physically and is already making my anxiety worse. Due to my worsening health i really need a parking space close to my house which is the very end of the road by the turning point.

- 3.3 The representations against the proposals offer compelling reasons as to why they do not support the proposed parking restrictions. The potential impacts are understood and need to be balanced against the authorities traffic management duties; however, it is recognised that the area under consideration is a cul-de-sac, with no through traffic considerations with mainly domestic dwellings and those residents who would be impacted most by the proposals are not supportive of the council's intervention at this time.
- 3.4 Following the strong representations received we engaged with our colleagues in the council's waste and recycling service and the emergency services. Whilst on-street parking has impacted the waste and recycling service, they have introduced measures to compensate for this. The emergency services did not highlight a specific concern.
- 3.5 It is accepted that additional parking restrictions would reduce on-street parking opportunities; parking regulation rarely increases capacity as it tends to target areas where unsuitable parking is taking place.
- 3.6 As mentioned earlier in the report the road is subject to an existing Order that prohibits motor vehicles entering the road except for access. This type of moving traffic offence can only be enforced by the police at the current time. Solihull Council is in the process of applying to the Secretary of State to acquire moving traffic enforcement powers, under the Traffic Management Act 2004. If successful, this may provide the opportunity for more robust enforcement of the existing restriction by the council. This could relieve some of the parking pressures currently experienced on Caldwell Grove by discouraging motorists without a genuine access requirement from entering the road. However, this is a longer-term proposition.

4 Ward Members' Views

- 4.1 The Ward Members for Silhill were informed of the proposals prior to the advertising of the Order and did not submit any objections. They have since been updated on the recommendation contained in this report. After further dialogue ward members are aware of the decision to withdraw the proposal and are broadly in agreement.

5 Officer Recommendation

- 5.1 The representations received in respect of the proposed Traffic Regulation Order have been fully considered and responded to accordingly in section 3 of the report. It is a constant challenge to deliver schemes that do meet the needs of all stakeholders, particularly when those needs can often be contradictory to one another; however, delivering a fair and balanced scheme is important for the council.
- 5.2 The principle of providing parking restrictions does not have support. The emergency services have not raised any specific concerns around on-street parking and colleagues in waste and recycling have revised their collections in recognition of the access challenges.
- 5.3 We have delayed the final decision for almost a full calendar year, to allow for any emerging issues or incidents to come forward which may influence the decision-making process. However, we have not been made aware of any such events.
- 5.4 It is therefore recommended that the proposals are not implemented at the current time and the Order is withdrawn. Should there be any problems at this location in the future, it would have to be considered through the priority setting process.

6 Democratic Services

- 6.1 Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that representations were received as noted above.

7 Risk Implications

- 7.1 The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision / project. This includes (but is not limited to) political, legislation and reputation risks.
- 7.2 The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified

8 For decision

- 8.1 The Head of Highway Management is asked to approve that:

The Metropolitan Borough of Solihull (Caldwell Grove, Solihull) (Total Prohibition of Waiting) Order 2022 is withdrawn and no further action taken.

The recommendation as set out above is hereby approved:

P.S.Tovey

9th June 2023

Signature:Date:.....

**Paul Tovey
Head of Highway Management**